



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 11.1
Halifax Regional Council
December 6, 2016
January 10, 2017

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Stephen Adams, Chair, Halifax and West Community Council

DATE: November 18, 2016

SUBJECT: Case 19531: Amendments to the Halifax MPS and Halifax Peninsula LUB for the Northern Corner of Young Street and Windsor Street, Halifax

ORIGIN

Motion passed by Halifax and West Community Council at a meeting held on November 15, 2016.

LEGISLATIVE AUTHORITY

HRM Charter, Part 1, Clause 25(c) – “The powers and duties of a Community Council include recommending to the Council appropriate by-laws, regulations, controls and development standards for the community.”

RECOMMENDATION

Halifax and West Community Council recommends Halifax Regional Council

1. Give First Reading to consider the proposed amendments to the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) for Halifax Peninsula, as set out in Attachments A and B of this report, to enable a mixed use, commercial and high density residential development at the northern corner of Young Street and Windsor Street, Halifax and schedule a public hearing; and
2. Approve the proposed amendments to the MPS for Halifax and the LUB for Halifax Peninsula, as set out in Attachments A and B of this report.

BACKGROUND

Halifax and West Community Council received a staff recommendation report dated November 1, 2016 at their November 15, 2016 meeting.

DISCUSSION

Halifax and West Community Council reviewed the report and approved the staff recommendation.

FINANCIAL IMPLICATIONS

The attached staff report addresses financial implications associated with this application.

RISK CONSIDERATION

The attached staff report addresses risk consideration.

COMMUNITY ENGAGEMENT

The Halifax and West Community Council is comprised of six (6) elected members. Meetings are held in public unless otherwise indicated and the agendas and reports are posted to the HRM website.

ENVIRONMENTAL IMPLICATIONS

The attached staff report addresses environmental implications associated with this application.

ALTERNATIVES

Community Council did not provide alternatives.

ATTACHMENTS

Attachment 1: Staff report dated November 1, 2016.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Sheilagh Edmonds, Legislative Assistant 902.490.6520



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 13.1.6
Halifax and West Community Council
November 15, 2016

TO: Chair and Members of Halifax and West Community

Original Signed

SUBMITTED BY:

Bob Bjerke, Chief Planner and Director, Planning and Development

DATE: November 1, 2016

SUBJECT: **Case 19531: Amendments to the Halifax MPS and Halifax Peninsula LUB for the northern corner of Young Street and Windsor Street, Halifax**

ORIGIN

- Application by WM Fares Group
- February 24, 2015, Regional Council initiation of the MPS amendment process

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Halifax and West Community Council recommend that Regional Council:

1. Give First Reading to consider the proposed amendments to the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) for Halifax Peninsula, as set out in Attachments A and B of this report, to enable a mixed use, commercial and high density residential development at the northern corner of Young Street and Windsor Street, Halifax and schedule a public hearing; and
2. Approve the proposed amendments to the MPS for Halifax and the LUB for Halifax Peninsula, as set out in Attachments A and B of this report.

BACKGROUND

An application has been submitted by W M Fares Group on behalf of Young Developments Inc. to amend the Halifax Municipal Planning Strategy (MPS) and the Halifax Peninsula Land Use By-law (LUB) to enable the development of a mixed use project consisting of 21 and 16 storey residential buildings and a 3-5 storey commercial building at the northern corner of Young Street and Windsor Street, Halifax. Current applicable MPS policies and Land Use By-law regulations do not permit this type of mixed use development, and as such amendments to both documents are required.

Subject Site	PID 00153106 (no civic address assigned)	
Location	Northern Corner of Young Street and Windsor Street - Halifax Peninsula	
Regional Plan Designation	Urban Settlement	
Community Plan Designation (Map 1)	INS – Institutional (Map 1)	
Zoning (Map 2)	P – Park and Institutional Zone (Map 2)	
Size of Site	10,139 sq. m. (109,135 sq. ft.) in area	
Street Frontage	~ 165 metres (540 feet) of frontage	
Current Land Use(s)	vacant	
Surrounding Use(s)	North:	Department of National Defence Willow Park Base
	South:	Parking Lot and the Halifax Forum
	East:	1 Storey commercial units, gravel tractor trailer transfer area and large scale commercial retail (Superstore)
	West:	Medium density residential buildings (3 storeys),

Proposal Details

The applicant proposes to develop this site with a total of 3 buildings. The first building (Building A), a 3 to 5 storey commercial-office building, frames the corner of Windsor Street and Young Street at the southwestern edge of the property. A second primarily residential building (Building B) is located in the northwest corner of the site measuring at a total of 16 storeys in height. This building is also proposed to contain a small amount of commercial uses on the ground floor. The tallest of the buildings (Building C) is proposed in the northeast corner of the site measuring at a total of 21 storeys containing primarily residential uses with commercial uses at grade. The major aspects of the proposal are as follows:

- 7,125 sq. m (76,690 sq. ft.) of commercial space;
- 335 dwelling units;
- Ground floor commercial units with access to a public street and/or interior courtyard;
- A majority of parking is to be located underground with limited surface parking;
- A landscaped public courtyard area for the amenity and convenience of residents and users; and
- A design which reflects the east-west pedestrian desire lines evident over the site.

In support of the MPS amendment request, the applicant has submitted development plans which reflect the key features referenced above. This submission can be seen in Attachment C of this report.

MPS and LUB Context

Within the Halifax MPS, the subject site is currently assigned the “INS – Institutional” designation. The objective of this designation as cited within the policy is to encourage existing and potential institutional uses in appropriate locations. The institutional designation is consistent with the property’s previous use and ownership by the federal government associated with the adjacent Canadian Forces Base – Willow Park to the north. More recently, the Canada Lands Corporation, acting on behalf of the federal

government, declared the property as surplus to its needs, and the land was sold to the Municipality for street realignment purposes. Subsequent to the street re-alignment, the remaining lands were sold to a private interest.

The subject site falls just outside of the boundaries of the Peninsula North Planning Area – Area 2, and as such, no Secondary Planning Strategy policies apply. Given this, a limited amount of guidance within existing policy is provided to assess requests to reallocate lands designated as institutional to an alternate land use designation. Policy 5.1 of the City Wide Objectives and Policies– Institutions section does, however, state the following:

5.1 Unless clearly inappropriate for the good development of the City, existing regional and City-wide institutional facilities shall be encouraged to remain in their present locations and efforts shall be made to protect, maintain and upgrade them.

The property is further regulated through the zoning by-law which governs the specific use and form that development will take on a property. The subject lands are zoned 'P – Parks and Institutional' within the Halifax Peninsula Land Use By-law (LUB). This zone permits uses including but not limited to parks, cemeteries, hospitals, schools, churches, or other similar institutional type uses of either public or private ownership. This zone is reflective of the previous Federal ownership of the site, and not necessarily indicative of desired or ideal development on this corner.

The Centre Plan

The Halifax Regional Municipal Planning Strategy (RMPS) identifies the “Regional Centre” as the area encompassing the Halifax Peninsula and Dartmouth between Halifax Harbour and the Circumferential Highway. Through the recent review of the RMPS, the adoption of a Regional Centre Plan was confirmed as a primary objective for the Municipality. The Centre Plan will include the creation of a new Secondary Municipal Planning Strategy (SMPS) for the Regional Centre as well as regulatory and financial tools to ensure that the vision statement and guiding principles endorsed by Regional Council are achieved. The process is well underway, with on-going stakeholder and community engagement and a full slate of public consultations in line with the Centre Plan Engagement Strategy. The delivery of a draft plan to the Community Design Advisory Committee is anticipated for year-end 2016. The existing MPS will remain in effect on the Halifax Peninsula until the Centre Plan is finalized and approved except for certain site specific MPS amendment applications that may be considered in the interim.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy, the *HRM Charter*, and the Public Participation Program approved by Council on February 25, 1997. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, letters mailed to property owners within the notification area and a public information meeting held on October 21, 2015. Attachment D contains a copy of the minutes from the meeting. The public comments received include the following topics:

- Support for the redevelopment of this brownfield site;
- Request for a marked crosswalk at Bayers Road and Windsor Street;
- Desire for an enclosed public transit facility; and
- Support for family sized dwelling units (3 bedrooms or greater).

A public hearing must be held by Regional Council before they can consider approval of the proposed MPS and LUB amendments. Should Regional Council decide to proceed with a public hearing on this application, in addition to the published newspaper advertisements, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

Amendments will potentially impact the following stakeholders: local residents and property owners, community or neighbourhood organizations, and business.

DISCUSSION

The MPS is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in Municipality. Amendments to an MPS are significant undertakings and Council is under no obligation to consider such requests. In this case, staff advise that amendments to the MPS are appropriate to consider given the change in ownership from government to private interests. Furthermore, redevelopment of this site to one containing high density residential development is considered to be appropriate for the context, and reflective of where residential growth should be directed within the Regional Centre. The following paragraphs review the rationale and content of the proposed MPS and LUB amendments.

Policy Review

Site specific Municipal Planning Strategy amendments should be considered only in cases where it can be clearly demonstrated that the property is of such a unique character, or that the circumstances under which policy was originally conceived has changed to such an extent that recognizing this circumstance in policy is appropriate. The applicant has provided a rationale for their requested amendments which can be summarized as follows:

- The declaration of the land as surplus by Canada Lands Company (CLC and reintegrating it into the local community constitutes a clear change of circumstance;
- This proposed development is in close proximity to other sites with high density development;
- HRM's Regional Plan encourages new residential growth and urban revitalization in the Regional Centre;
- The site is currently adjacent to two Halifax Transit stops which service many routes to Windsor Street, Bayers Road and Young Street; therefore allowing transfer and connections to other transit services; and
- This proposal, along with the approved mixed use development at 6100 Young Street (Case 17256) can be seen as initial catalysts in this area's revitalization.

While Institutional policy applicable to the subject lands indicates that this designation and the uses that it permits should be encouraged for retention wherever possible, the sale of these lands by the Canada Lands Corporation constitutes what the applicant has referred to as "a clear change of circumstance". Further to this, the context of the community surrounding this property has also changed significantly in recent years with new mixed use commercial and residential development. Notwithstanding the fact that the new developments are located within a separate Secondary Planning Area, recent approvals for residential condominiums at both the corner of Robie Street and Demone Street (17 storeys plus penthouse), 2 blocks east of this site, as well as Monaghan Drive and Young Street (17 storeys), 1 block east of the site will change the character of Young Street considerably over the next few years.

Staff has assessed this site as an ideal location to provide for urban intensification within the Halifax Peninsula. Its context, at the corner of two streets with high levels of transit service, adjacent to existing commercial service uses, and directly adjacent uses to the north, west, and east which would not be unduly impacted by the introduction of increased height allowances make it appropriate for redevelopment.

Centre Plan

HRM has adopted a vision and guiding principles for the Regional Centre which forms the basis for undertaking comprehensive planning. Policy RC-3 of the RMPS identifies the creation of a Centre Plan and accompanying Land Use By-law will be guided by the vision and guiding principles. Included in the vision is a statement which aims to strengthen the Regional Centre's vibrancy, animation and economic health through the cultivation of a compact, civic inspired and human-scaled urban fabric of streets, blocks and buildings.

The guiding principles for the Regional Centre commit to new development being of high quality and compatible with other high quality developments. Additionally, guiding principles developed with the community for the Regional Centre in the drafting and adoption of the Regional Plan include a desire that new developments respond to the natural, cultural, historical, and urban character of their context and that new buildings contribute to the betterment of the public realm and support quality urban design.

To date, the Centre Plan has undertaken a significant public engagement program in an effort to ensure the new policies and regulations guiding development of Regional Centre communities will be consistent with the desires and vision of the communities themselves. The Centre Plan team has also been involved in ongoing planning application work in the Regional Centre to maintain consistency between current planning decisions, and projected future planning policy.

As of the date of this report, the draft Centre Plan Urban Structure Map includes the site in the Young Street Centre classification. Centres focus a significant portion of urban growth on vacant and underutilized land along major streets to create walkable and complete communities. The boundaries are centered around main streets, and in some cases intersecting streets and adjacent blocks that have an existing concentration of people and jobs. They typically have above average transit service and land available to accommodate growth. Proposed policies are intended to concentrate jobs, housing and services together in such Centres. The proposed objectives of the Centre include:

- To encourage main streets that demonstrate high quality building standards and prioritize pedestrians;
- To support a diversity of commercial activity, including office, retail, services and restaurants;
- To accommodate new residents and jobs through moderate height and tall buildings at strategic locations;
- To accommodate residential redevelopment and supportive commercial uses;
- To create a safe and comfortable public realm for all ages and abilities; and
- To support public transit and active transportation through land use and the built form.

The policy directions for the Centres specifically support mixed use (commercial / residential) with active ground floor commercial and architectural design that provides a focal point or anchor at key intersections. Proposed building heights in the Centre and for the site are targeted at between a maximum of 16 and 20 storeys.

Redevelopment of this site with a mix of uses in a high rise form by development agreement would be generally consistent with the Centre Plan direction.

When Regional Council first initiated this application in February 2015, public engagement on the Centre Plan project had not yet begun, nor had specific growth policies for the Regional Centre been contemplated or considered. As the development proposal has been found to be generally consistent with the current plan direction, and the applicant has worked with staff over the past months to refine their proposal independent of new Centre Plan policies, it is appropriate to consider site specific policies to allow this project to proceed independent of future Centre Plan policies. As such, staff recommend built-form characteristics, as generally informed by the draft Centre Plan, be included in the proposed MPS policy as found in Attachment A.

Proposed Use

Including commercial and office development on the property framing the southwestern edge of the site provides the dual benefit of providing an employment opportunity for a growing residential community, in addition to buffering residential uses on the site from noise and light impacts from the busy corner of Windsor and Young. The proposed MPS policy would require a mix of residential and compatible commercial uses, with commercial uses specifically required on ground floors facing Windsor Street and Young Street.

Density and Massing

The design concentrates height to the rear of the site adjacent to National Defense lands, and frames the corner with a strong, continuous edge of active uses. Framing the streets with buildings of an appropriate pedestrian scale, and minimizing the visual impact of surface parking is a result of the proposed design.

The proposed policy uses a Floor Area Ratio (FAR) tool to measure density on the site. FAR is the ratio of a building's total floor area to the size of the parcel of land upon which it is built. As an example, a FAR of 1.0 would equate to a 1000 sq. m building being constructed on a lot 1000 sq. m in area. This could result in a single storey building covering the entire lot, a building covering 500 sq. m. of area but two storeys in height, or a building covering 250 sq. m of the site but of a total height of 4 storeys. In this case, a FAR of 4.38 is proposed within draft policy thereby allowing the approximate equivalent of a 4.5 storey building covering the entire site.

With regards to massing of the buildings, some concern originally existed with respect to the width of the towers on the site. Generally speaking, wide buildings can be appropriate so long as they are not excessively high and tall buildings can be appropriate, so long as they are relatively thin. The proposed buildings are slightly over 37.8 metres (125 feet) in width up to the 15th floor (Building B) and slightly over 39.9 metres (131 feet) in width up to the 18th floor (Building C).

In the Downtown Halifax plan area, where it is expected that buildings be larger than elsewhere within the Municipality, the Land Use By-law limits tower dimensions of high-rise buildings to a maximum of 38 metres in width. Given that buildings outside of the downtown area should be of a reduced mass, the proposed policy limits the floorplate width of towers above the seventh floor to no more than 32 metres (105 feet).

With the combination of controls on FAR and tower width, the towers will have appropriate design controls. The applicant supports both requirements. These controls will require design adjustments to both of the taller buildings, resulting in slightly slimmer and possibly taller towers than shown in Attachment C. It is anticipated that any increase in height will be limited to between one and three floors. The height of Building A would not increase as it is limited to a maximum of 5 storeys in the proposed policy.

Dwelling Unit Mix

The proposed policy requires that a minimum of 50% of the dwelling units within the project contain a minimum of two bedrooms, have a minimum area of 92.9 sq. m. and be distributed throughout the development. This policy intent is to ensure diversity in the unit type allowing for a mix of small as well as large units that may be more appropriate for families. The proposed development includes 3 percent of units which are three bedrooms.

Site Connectivity, Permeability and Transportation

The proposed development acknowledges the pedestrian desire lines which currently are demonstrated by existing paths through the site which link Windsor Street and Young Street. Given the volume, speed, and nature of traffic on this busy corner, pedestrians will be drawn towards a protected and well-designed pedestrian focused space in the middle of the site which will buffer them from the adjacent traffic. The proposed policy requires that safe and appropriate vehicular and pedestrian access and egress be achieved through a complete network of pedestrian walkways and driveways including an east-west pedestrian linkage. While the connectivity within the proposed development is considered to achieve this standard, the policy has been left purposefully general to allow flexibility while ensuring the east-west pedestrian connection is maintained as a priority.

An analysis of transportation infrastructure indicates that it is capable of handling vehicular flows from the proposed development. No specific policy is required related to unique transportation issues.

Recreation Facilities and Amenity Spaces

The closest outdoor public recreation facilities (playground, basketball court and soccer field) are approximately 600 m away at St. Catherine's Elementary School. The closest indoor facility is the Halifax

Forum and Civic Centre located across the street from the site. No parkland dedication is anticipated with this proposal as subdivision is not proposed.

The development of new residential uses in the Young Street area increase the need for indoor and outdoor recreation facilities. When future redevelopment of the Halifax Forum site is considered, the creation of public outdoor recreation spaces may be appropriate to supplement proposed outdoor spaces provided on the subject site and within adjacent residential developments. Indoor recreation needs will be provided by way of amenity space to be provided on the subject site through a future development agreement as well as other existing facilities located throughout the Halifax peninsula.

Servicing Capacity

Analysis of the surrounding sewer and water systems has indicated the availability of sewer and water services capable of supporting the proposed development. The applicant would be responsible for verifying capacity at a later stage of development.

Proposed MPS Amendments

Staff considered the existing MPS policy context and a number of policy approaches when drafting the proposed MPS and LUB amendments. Attachments A and B contain the proposed MPS and LUB amendments which would allow for consideration of a commercial and residential development agreement on the subject site. A summary of the proposed amendments are as follows:

- The development is to be designed comprehensively and allows for a mix of residential and commercial uses;
- The building framing Young Street shall be a maximum of 5 storeys in height and shall contain commercial uses for a minimum of 50% of its gross floor area;
- That a floor area ratio (FAR) of 4.38 for the site and a maximum floorplate width of towers of 32m above the seventh floor, not be exceeded;
- A minimum of 50% of the dwelling units within the buildings contain a minimum of 2 bedrooms and are a minimum of 92.9 sq. m. in area;
- Safe and appropriate vehicular and pedestrian access and egress is achieved through a complete network of pedestrian walkways and driveway including an east-west pedestrian linkage;
- Parking is primarily provided underground via access points on both Young Street and Windsor Street; and
- Suitable municipal services are available in terms of sewer and water in addition to appropriate on site amenities in terms of recreational spaces, and landscaped outdoor spaces.

District 7 and 8 Planning Advisory Committee

On November 23, 2015, the District 7 and 8 Planning Advisory Committee (PAC) recommended that the application be approved subject to consideration of a number of items. Many items were related to design details and as such would be dealt with via a future development agreement. The following matters, related to policy were identified:

- Concerns with maintaining porosity on the north side of the site so that potential future right of ways could be acquired or linked;
- Ground floor retail was valued;
- Need for appropriate environmental studies (wind and solar);
- Given the Committee's concern about the height and arrangement of Building B and C, to consider the height's effect in terms of precedents, density, aesthetics, and views.
- Consider whether the proposed 14 units of 3 bedrooms are sufficient for families.
- Given the changing context of the area containing and surrounding this site, that
 - a) planning staff review mobility and transportation issues related to the proposal, recognizing current difficulties for pedestrians and motorists, and lack of porosity in the area; and
 - b) Given the lack of greenspace nearby, that staff review open space and note the Committee's concern for lack of greenspace in the area.

The proposed policy deals with most items identified, however the following matters deserve additional discussion:

Number of three bedroom units: The policy requires that 50 percent of the units are to contain two or more bedrooms. The policy did not specify three bedroom units because of the difficulty in predicting the demand for such units. Staffs approach to the policy is that a diversity of unit types should be required while recognizing the flexibility required in development of a project of this size to respond to market demand.

Transportation issues; Transportation issues primarily relate to vehicle and pedestrian access issues. Staff advise the proposed policy is adequate to address any concerns through the application of a future development agreement. Offsite issues related to existing infrastructure and public streets are not significant enough to warrant special consideration in policy. Offsite issues such as pedestrian crosswalks are within the control of the traffic authority, and can be considered under separate municipal processes.

Conclusion

Staff have reviewed the application and the existing policy context and advise that the MPS should be amended to enable a mixed use, commercial and high density residential development at the northern corner of Young Street and Windsor Street, Halifax. The project would provide residential density, in addition to commercial uses, in an area which has a minimal impact on surrounding residential areas. The form of the buildings, layout of the site, and overall pedestrian and vehicular connectivity is seen to appropriately respond to the context on the edge of a very large and busy intersection. Finally, the form of the buildings as enabled by the proposed MPS amendment is seen as appropriate for the area and reflective of best planning practice as well as consistent with the future direction of the Centre Plan. Therefore, staff recommend that the Halifax and West Community Council recommend that Regional Council approve the proposed MPS and LUB amendments.

FINANCIAL IMPLICATIONS

The HRM costs associated with the processing of this planning application can be accommodated within the approved 2016/2017 operating C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed MPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

The land is known to have some limited environmental contamination issues originating from its previous military use and will require additional investigation and/or future remedial work at the cost of the developer at permitting. No additional concerns were identified.

ALTERNATIVES

The Halifax and West Community Council may choose to recommend that Regional Council:

1. Modify the proposed amendments to the Halifax MPS and the Halifax Peninsula LUB, as set out in Attachments A and B of this report. If this alternative is chosen, specific direction regarding the requested modifications is required. Substantive amendments may require another public hearing to be held before approval is granted. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Refuse the proposed amendments to the Halifax MPS and the Halifax Peninsula LUB A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Attachment A:	Proposed MPS Amendments
Attachment B:	Proposed LUB Amendments
Attachment C:	Applicant's Proposal
Attachment D:	Public Information Meeting (PIM) Notes – October 21, 2015

Available upon request:

Case 19531 Initiation Report

<https://www.halifax.ca/council/agendasc/documents/150224ca1111.pdf>

Centre Plan Open House Boards

<http://shapeyourcityhalifax.ca/centre-plan/documents/3650/download>

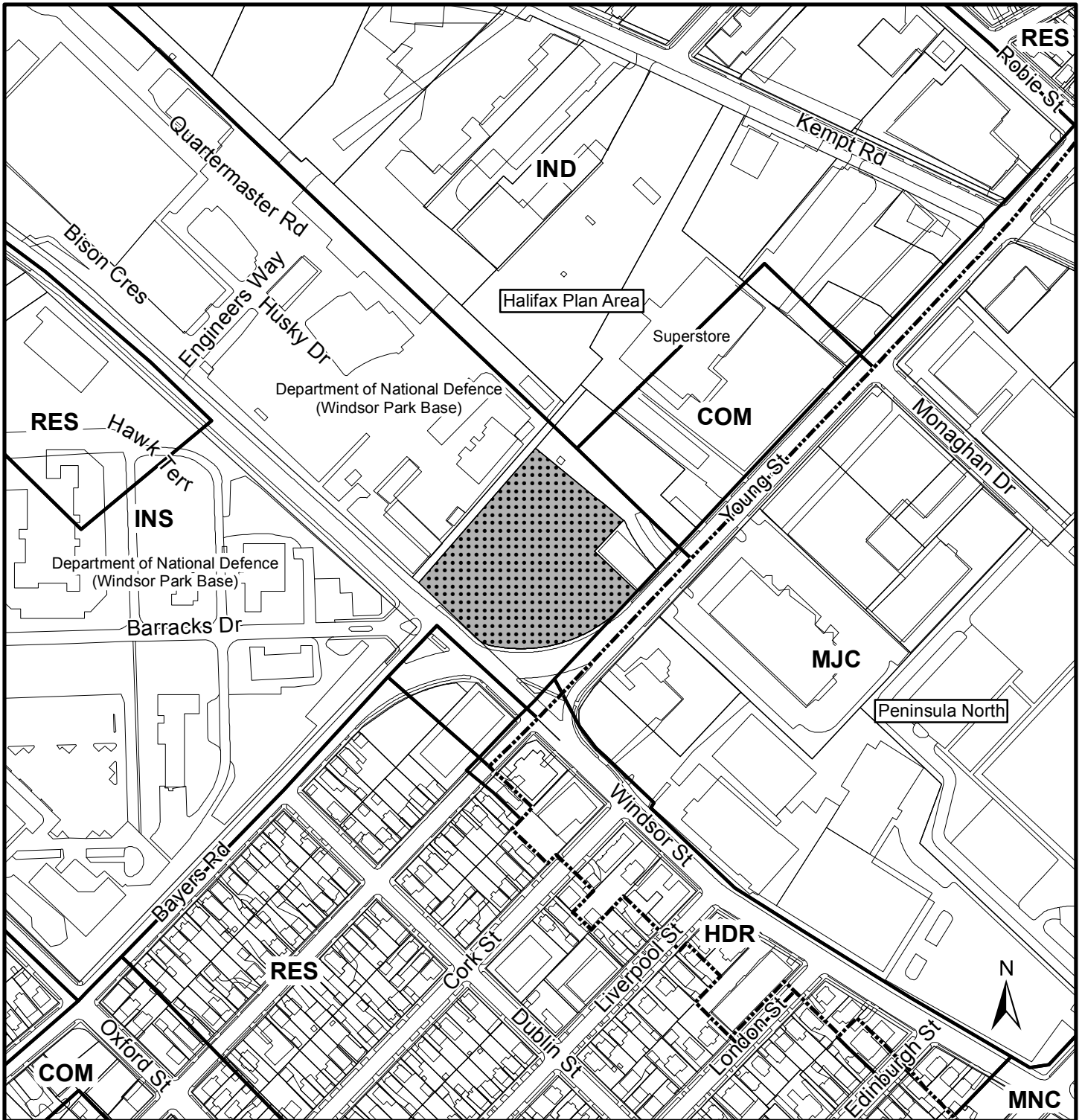
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Andrew Bone, Planner III, Regional Planning 902.490.6743

Original Signed


Report Approved by:

Kelly Denty, Manager, Current Planning, 902.490.4800



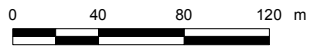
Map 1 - Generalized Future Land Use
 Corner of Young St. and Windsor St. (PID 00153106)
 Halifax

HALIFAX

 Area of proposed development agreement

Designations - Halifax
 RES Residential Environments
 COM Commercial
 IND Industrial
 INS Institutional

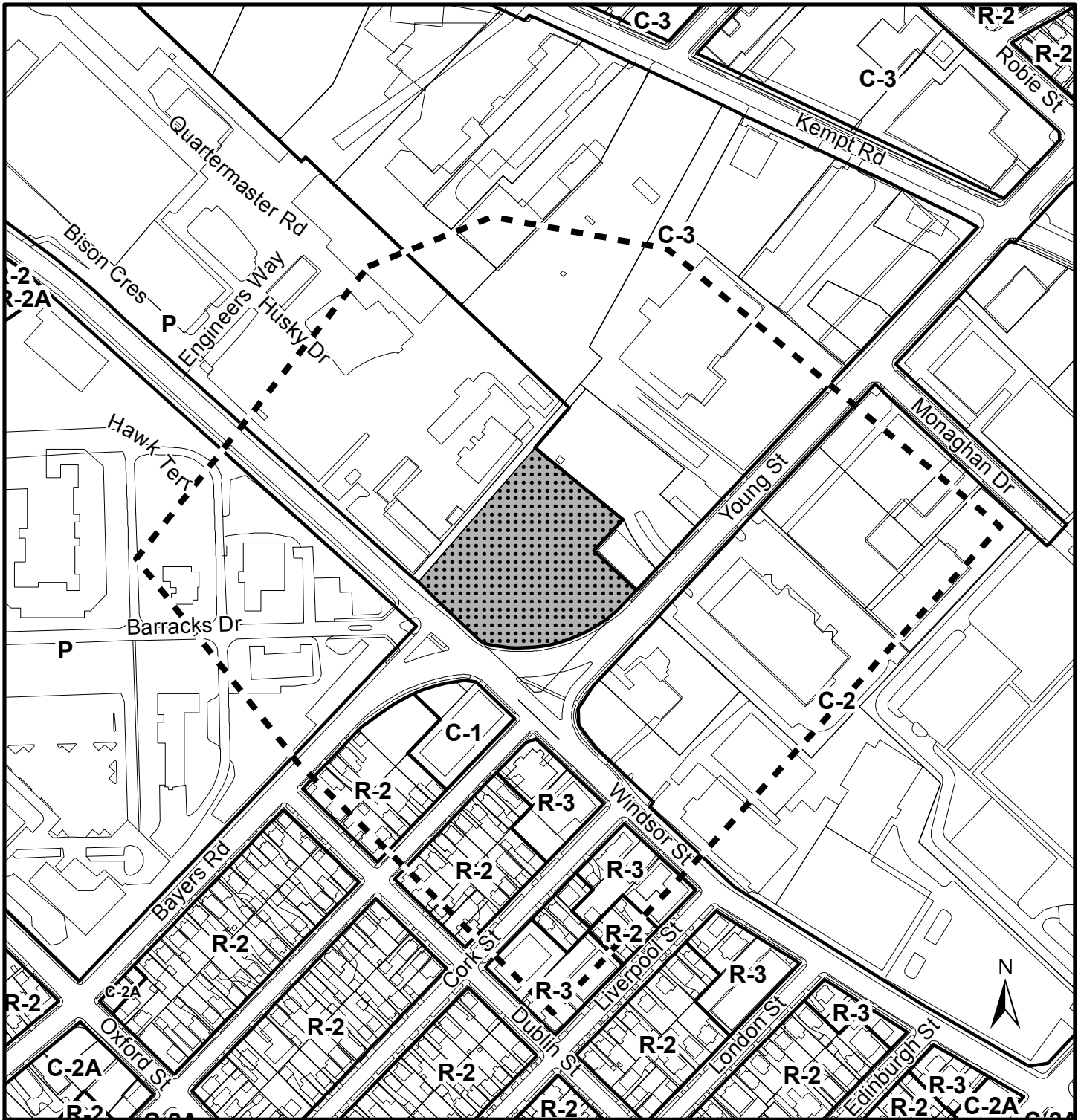
Designations - Peninsula North
 HDR High Density Residential
 MJC Major Commercial



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.


Halifax Plan Area




Map 2 - Zoning and Notification

Corner of Young St. and Windsor St. (PID 00153106)
Halifax

HALIFAX

 Area of proposed development agreement

 Area of notification

Halifax Peninsula
Land Use By-Law Area

Zones

- R-2 General Residential
- R-3 Multiple Dwelling
- C-1 Local Business
- C-2 General Business
- C-2A Minor Commercial
- C-3 Industrial
- P Park and Institutional



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Attachment A
Amendments to the Halifax Municipal Planning Strategy

BE IT ENACTED by the Halifax Regional Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Dartmouth is hereby further amended as follows:

1. The following text shall be inserted in Section II City-Wide Objectives and Policies, Part 5, Institutions after policy 5.3:
 - “5.4 The property at the northern corner of Windsor Street, Young Street and Bayers Road (PID # 00153106) was formerly part of the CFB Halifax - Willow Park. The site forms a unique opportunity for commercial and high density residential development as it is outside an established residential neighbourhood but an appropriate site for high density residential development. Notwithstanding the policies 5.1 through 5.3, a mix of residential and commercial uses shall be considered by Development Agreement in accordance with the *Halifax Regional Municipality Charter*.
 - 5.5 Any development permitted pursuant to Policy 5.4 shall be achieved by attention to a variety of factors for which conditions may be set out in the Development Agreement, such as but not limited to:
 - a) that the proposal is a comprehensive plan for the development of the lands in their entirety and may include construction phasing;
 - b) that the development is comprised of a mixture of residential and compatible commercial uses;
 - c) that the proposal shall contain three above ground buildings which transitions in height from low to high rise, with the lowest building at Young Street (five storeys maximum), and providing a transition to the northern and western corners of the site. The tallest building shall be located in the northern portion of the site with a maximum height of twenty-five storeys;
 - d) that a combined (residential/commercial) floor area ratio (FAR) of 4.38 for the site shall not be exceeded and a maximum floorplate width of 32m above the seventh floor not be exceeded;
 - e) that a minimum building spacing of 22.86m be maintained between the two tallest buildings and that the building at Young Street be a minimum of 15.24m from the two tallest buildings.
 - f) ground floor land uses facing Windsor Street and Young Streets shall be primarily commercial and that the building fronting on Young Street contain a minimum of 50 percent of the gross floor area of the building;
 - g) to promote pedestrian interest and create a high quality design attention, ground floor uses shall have a high level of transparency and include frequent prominent entryways to adjacent public streets where there are multiple occupancies. Site landscaping, appropriate lighting and coordinated signage shall be considered;
 - h) the appropriate scale and massing of the building(s) for the lot area and configuration;
 - i) the architectural design of the building including a high quality design using durable exterior building materials, variations in the façade and mass of the building shall be provided to provide visual interest;
 - j) the integration of underground parking and buildings so that the ground floor of all buildings facing a public street are at or near the grade of the adjacent sidewalk;
 - [k](#)) the size and visual impact of utility features such as garage doors, service entries, and storage areas, shall be minimized and that mechanical equipment shall be concealed;
 - l) the creation of high quality design detail at pedestrian level through attention to such matters as site landscaping, fencing, minimal surface, parking, prominent building entrances, appropriate lighting and coordinated signage;

- m) that residential dwelling unit types have a minimum of 50% of the dwelling units are a minimum of two bedrooms and have a minimum area of 92.9 sq. m. and that they are located throughout the development;
- n) safe and appropriate vehicular and pedestrian access and egress is achieved through a complete network of pedestrian walkways and driveway including an east-west pedestrian linkage;
- o) that vehicular parking is primarily provided within an interior parking garage that has access from both Young Street and Windsor Streets;
- p) that there is an adequate supply of vehicular and bicycle parking;
- q) that rooftop areas include landscaped outdoor amenity space;
- r) the provision of useable on-site amenity space and recreational amenities of a size and type adequate for the resident population;
- s) that environmental factors, including sun/shadow and wind conditions are suitable;
- t) there are suitable onsite solid waste facilities; and
- u) the adequacy of sewer and water servicing capacity for the site.”

I HEREBY CERTIFY that the amendments to the Halifax Municipal Planning Strategy, as set out above, were duly passed by a majority vote of the Halifax Regional Municipal Council at a meeting held on the day of , 20__.

GIVEN under the hand of the Clerk and the Corporate Seal of the Halifax Regional Municipality this day of 20__.

Municipal Clerk

Attachment B
Amendments to the Halifax Peninsula Land Use By-law

BE IT ENACTED by the Halifax Regional Council of the Halifax Regional Municipality that the Halifax Peninsula Land Use By-law is hereby further amended as follows:

1. The following text shall be inserted after clause 100(2):

“100(3) Northern corner of Young Street and Winsor Street (former CFB Halifax – Willow Park lands)

Council may, by development agreement, pursuant to Policies 5.4, and 5.5 of Section II of the Halifax Municipal Planning Strategy, permit a mixed use, multiple-unit residential and commercial development.”

I HEREBY CERTIFY that the amendments to the Halifax Peninsula Land Use By-law, as set out above, were duly passed by a majority vote of the Halifax Regional Municipal Council at a meeting held on the day of , 20__.

GIVEN under the hand of the Clerk and the Corporate Seal of the Halifax Regional Municipality this day of 20__.

Municipal Clerk

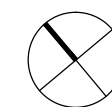
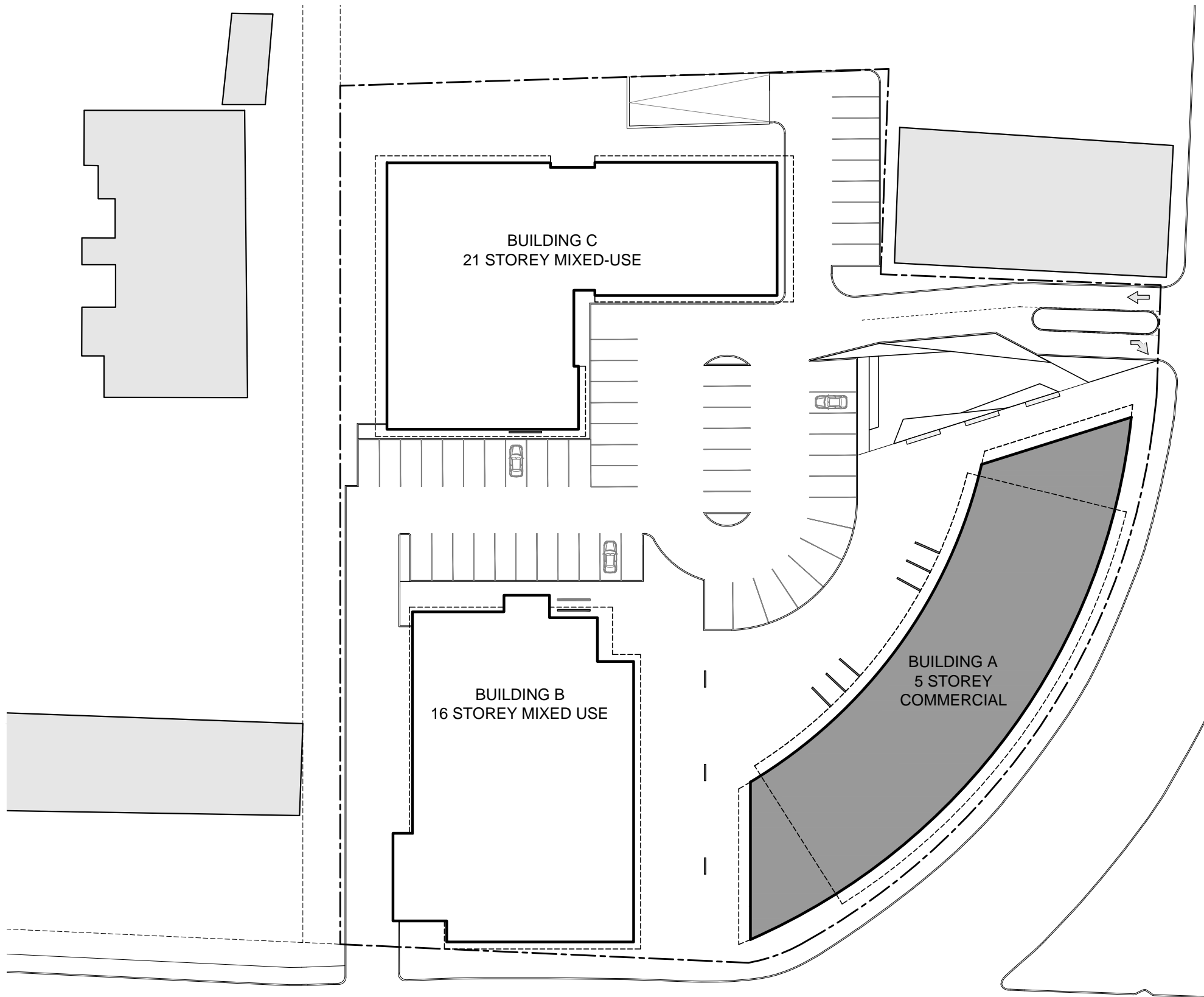
Attachment C - Applicants Proposal

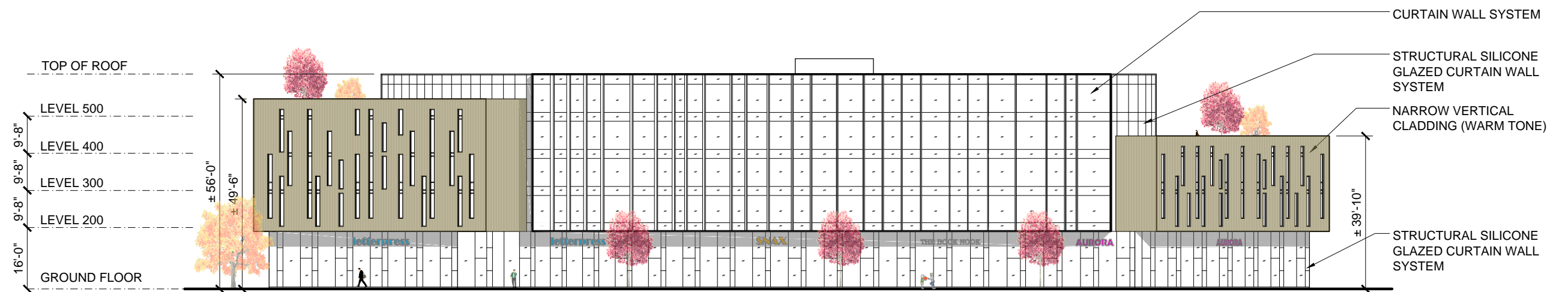


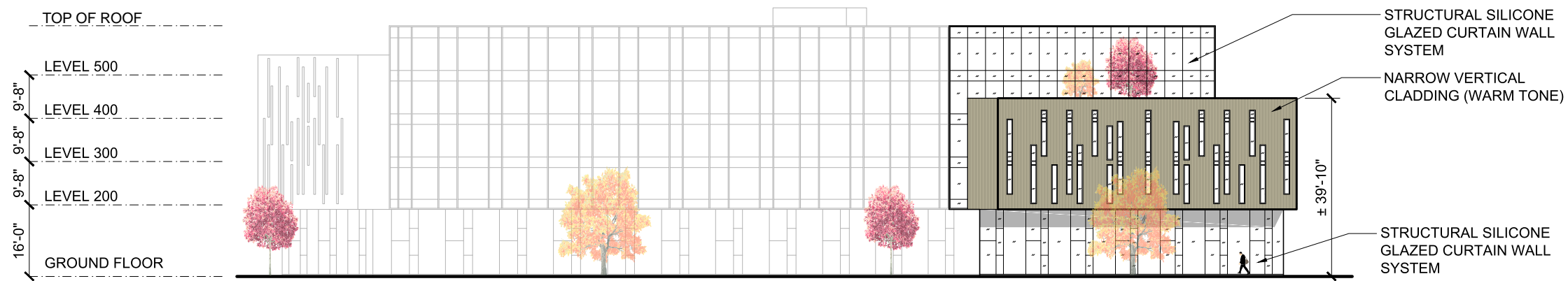
SITE DATA	
PROPERTY AREA	± 109,116 SF
COMBINED BLDG FOOTPRINT	± 41,375 SF
SITE COVERAGE	± 37.9 %
TOTAL GROUND FLOOR RETAIL	± 27,973 SF
TOTAL COMMERCIAL AREA	± 76,690 SF
BELOW GRADE PARKING	± 557
ABOVE GRADE PARKING	± 58
TOTAL RESIDENTIAL UNIT COUNT	± 335
BUILDING A	
FLOORS	5
FOOTPRINT	± 13,899 SF
SITE COVERAGE	± 12.7%
BUILDING B	
FLOORS	16
FOOTPRINT	± 13,404 SF
SITE COVERAGE	± 12.3%
BUILDING C	
FLOORS	21
FOOTPRINT	± 14,072 SF
SITE COVERAGE	± 12.9%

BUILDING A DRAWING PACKAGE

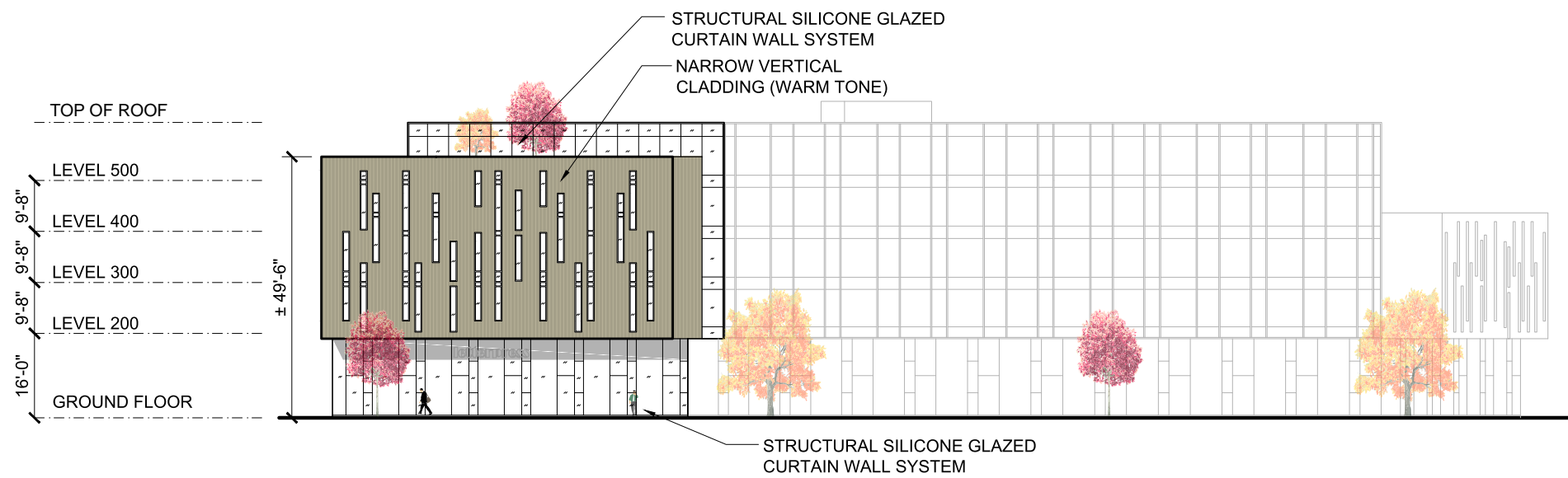
GROUND FLOOR COMMERCIAL RETAIL AREA:	± 11,720 SF
ABOVE GRADE AMENITY SPACE:	± 48,717 SF
TOTAL COMMERCIAL AREA:	± 60,437 SF
OUTDOOR AMENITY SPACE:	± 3,198 SF





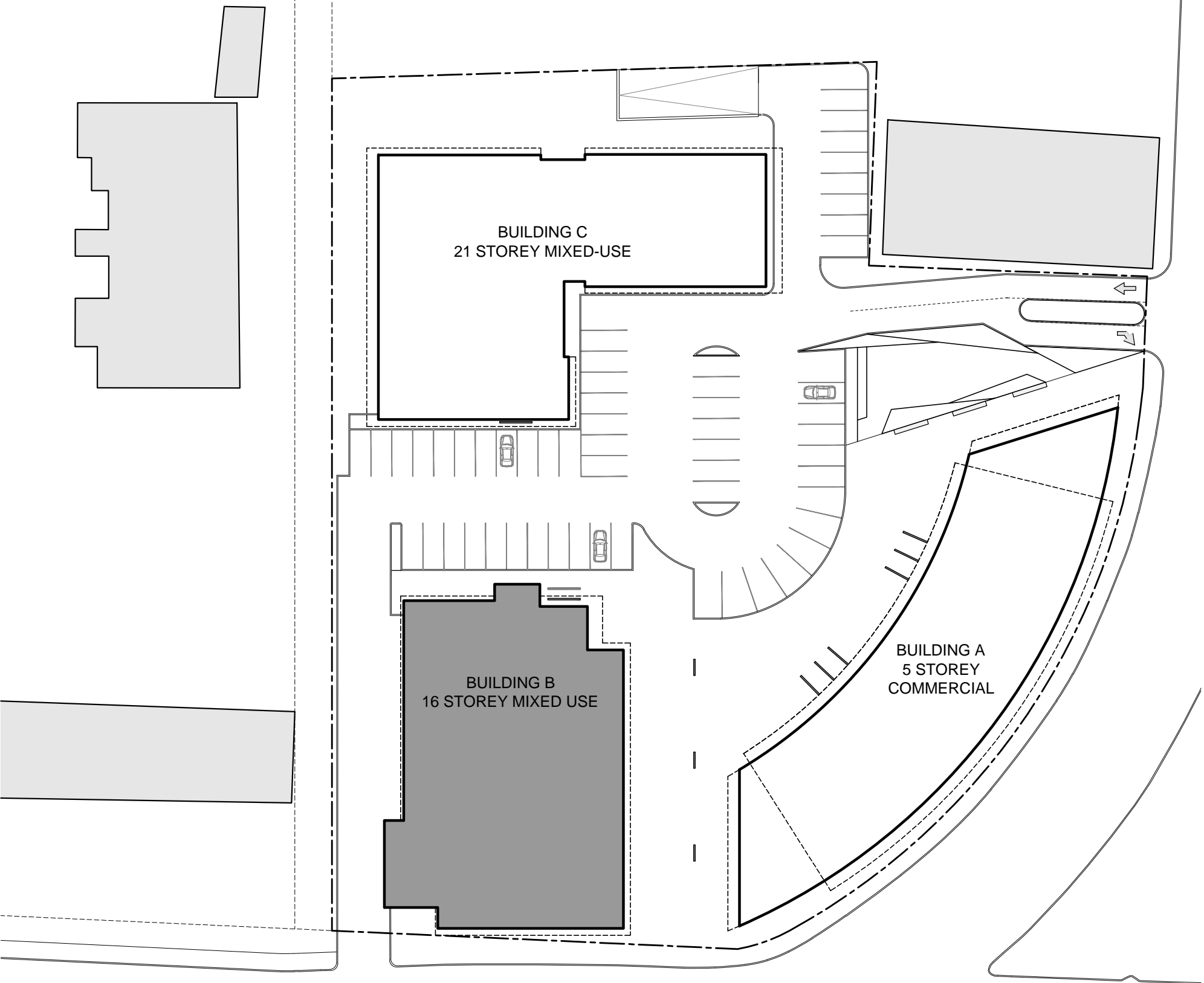


1 WEST ELEVATION
A06 SCALE: 1" = 30'=0"



2 EAST ELEVATION
A06 SCALE: 1" = 30'=0"

BUILDING B DRAWING PACKAGE



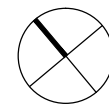
BUILDING B DATA TABLE

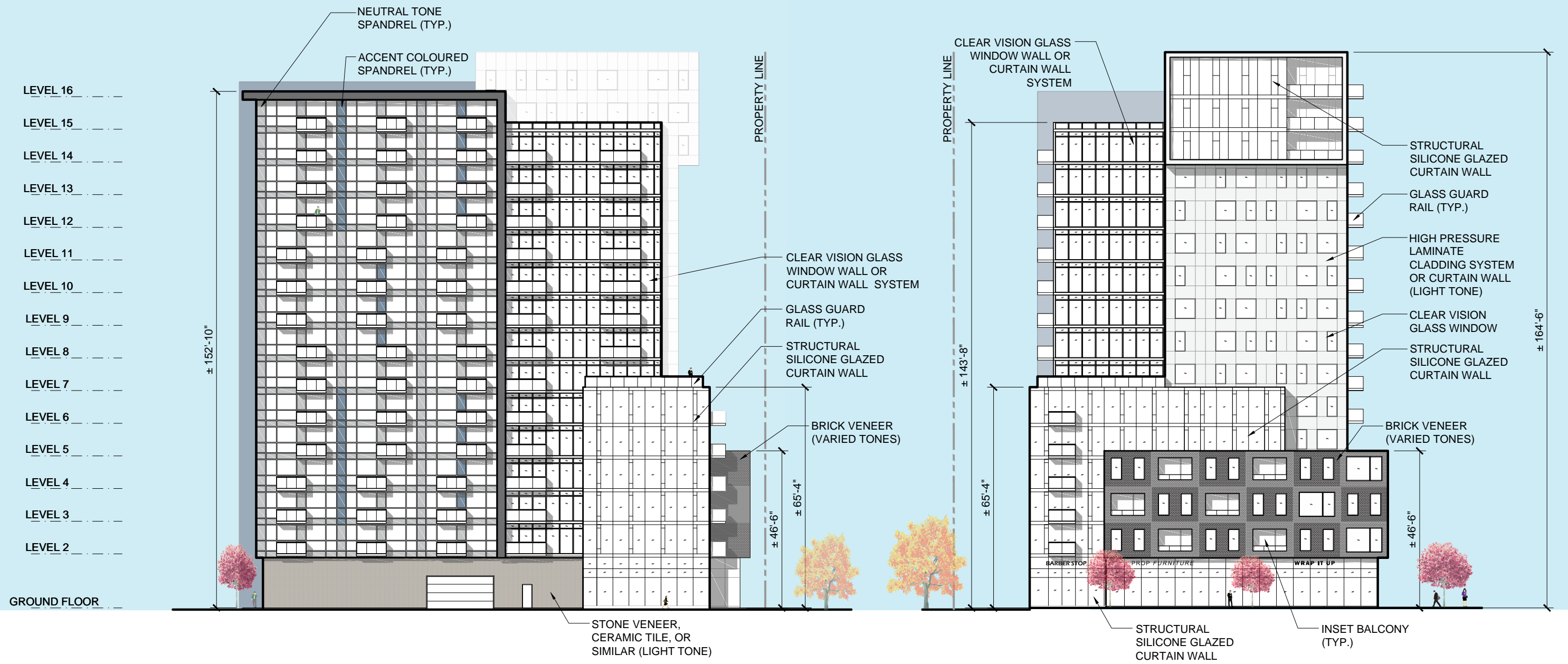
LEVEL	STUDIO	1BR	1BR + DEN	2BR	3BR	TOTAL
2-4	3	3	12	9	6	33
5-6	-	6	12	4	-	22
7-13	-	14	42	14	-	70
14	-	2	6	2	-	10
15	-	2	3	-	-	5
16	-	-	-	1	1	2
TOTALS	3 (2%)	27 (19%)	75 (53%)	30 (21%)	7 (5%)	142

DENSITY

1 BR UNITS	105 x 2 ppl	210
2+ BR UNITS	37 x 2.25 ppl	83
TOTAL		293

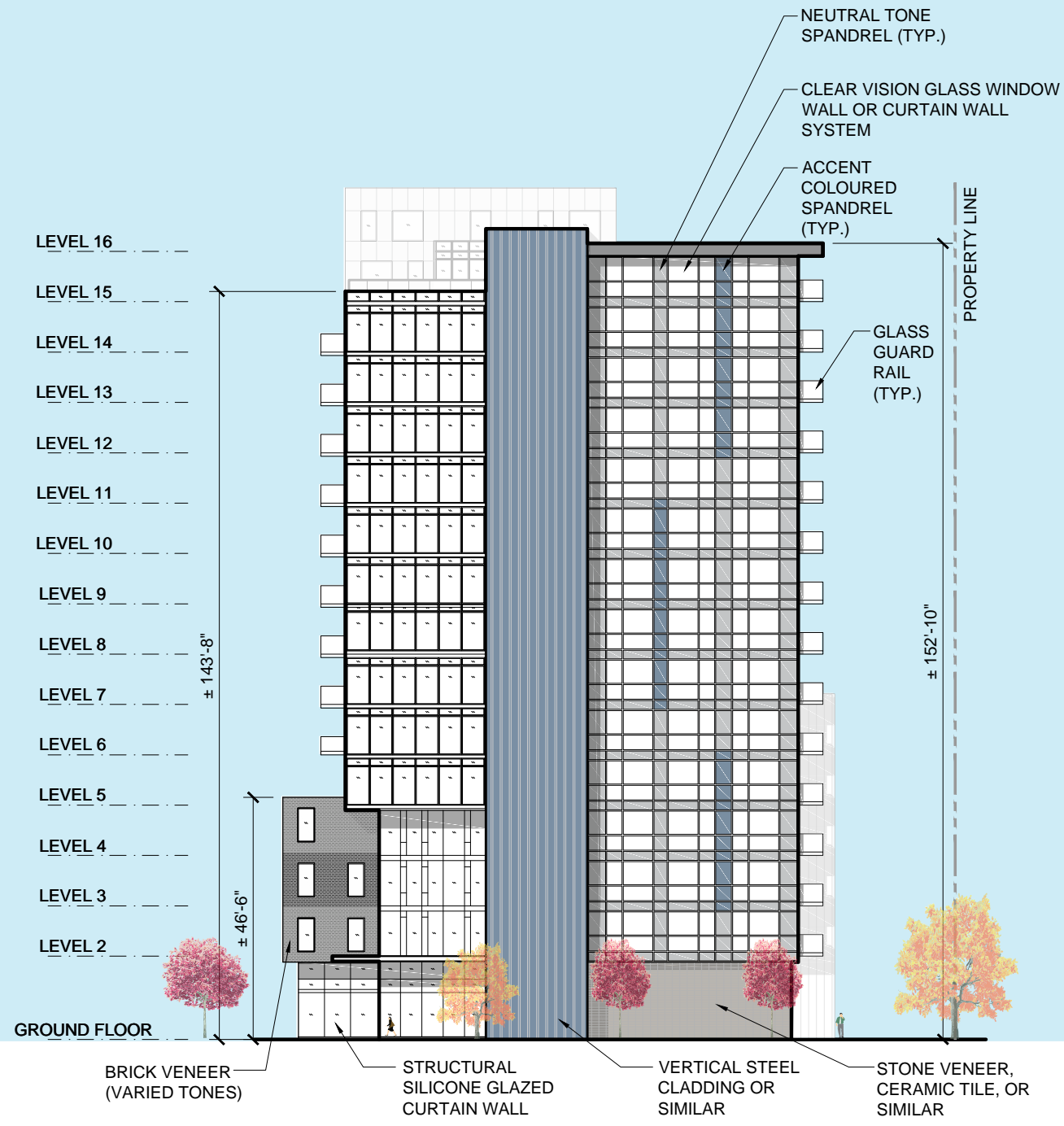
INDOOR AMENITY SPACE AREA (LEVEL 15):	± 1,153 SF
OUTDOOR AMENITY SPACE AREA (LEVEL 15):	± 1,280 SF
GROUND FLOOR COMMERCIAL RETAIL AREA:	± 9,488 SF





1 WEST ELEVATION
A08 SCALE: 1" = 30'-0"

2 SOUTH ELEVATION
A08 SCALE: 1" = 30'-0"

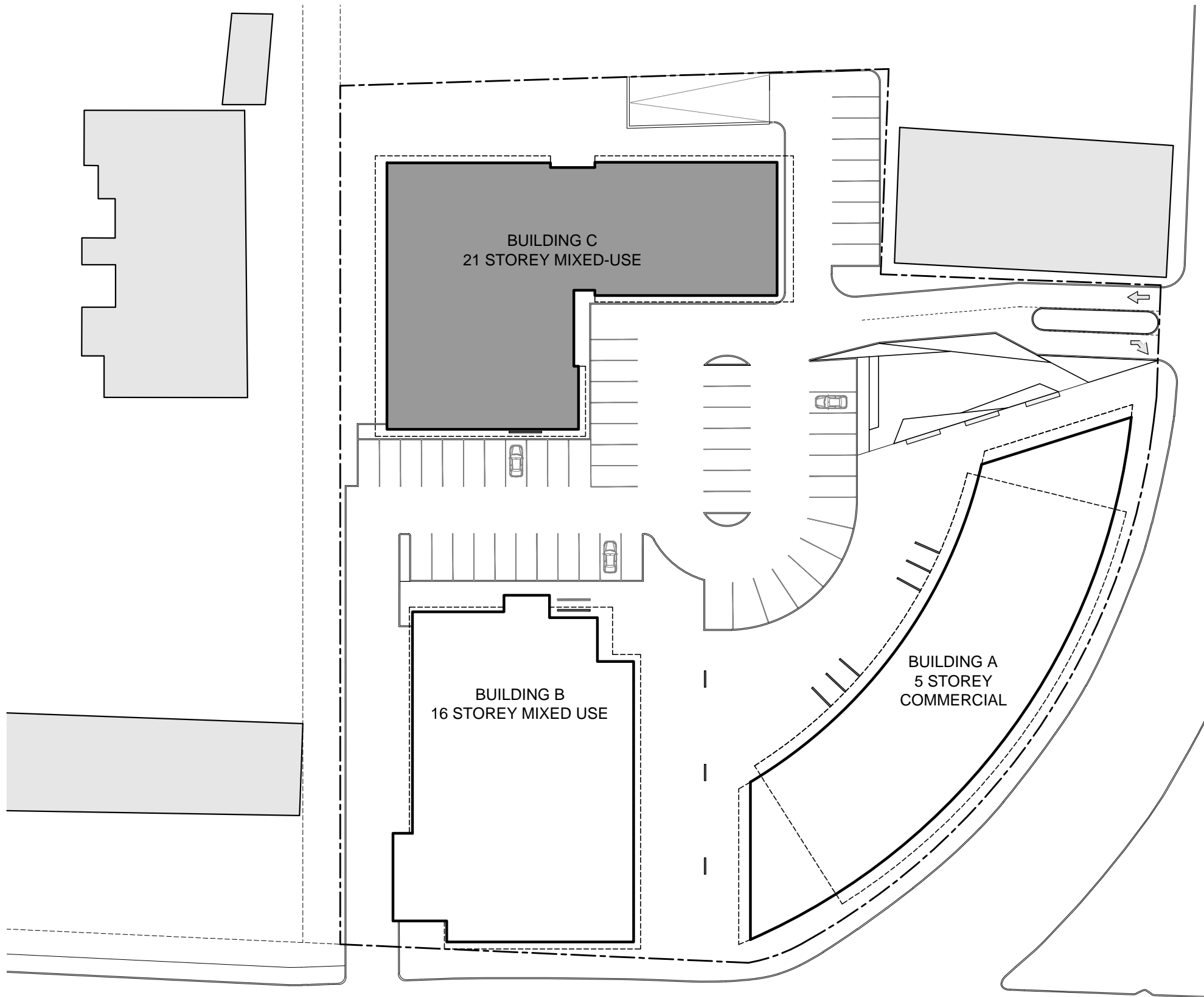


1 NORTH ELEVATION
A09 SCALE: 1" = 30'=0"

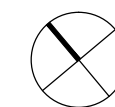


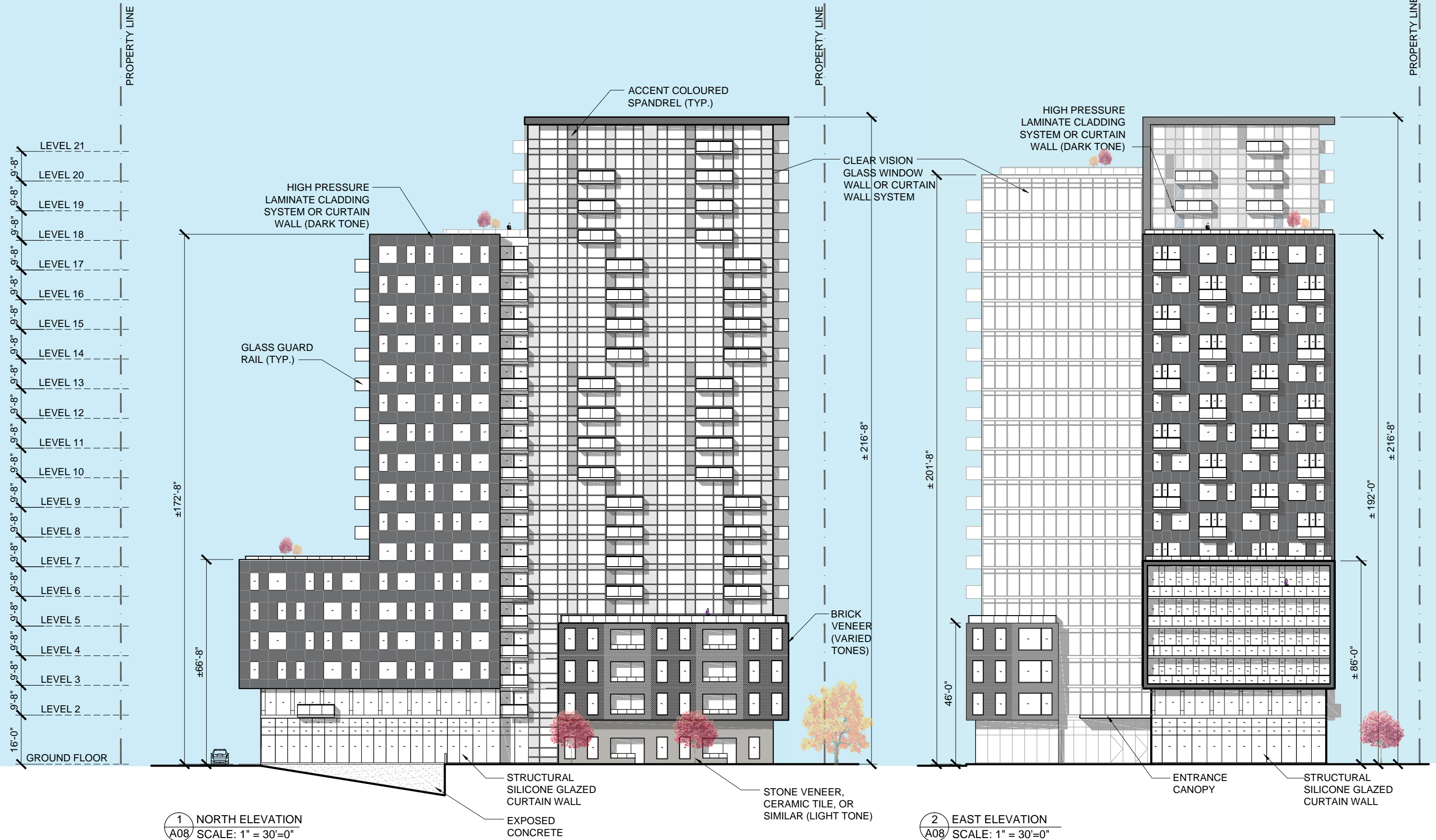
2 EAST ELEVATION
A09 SCALE: 1" = 30'=0"

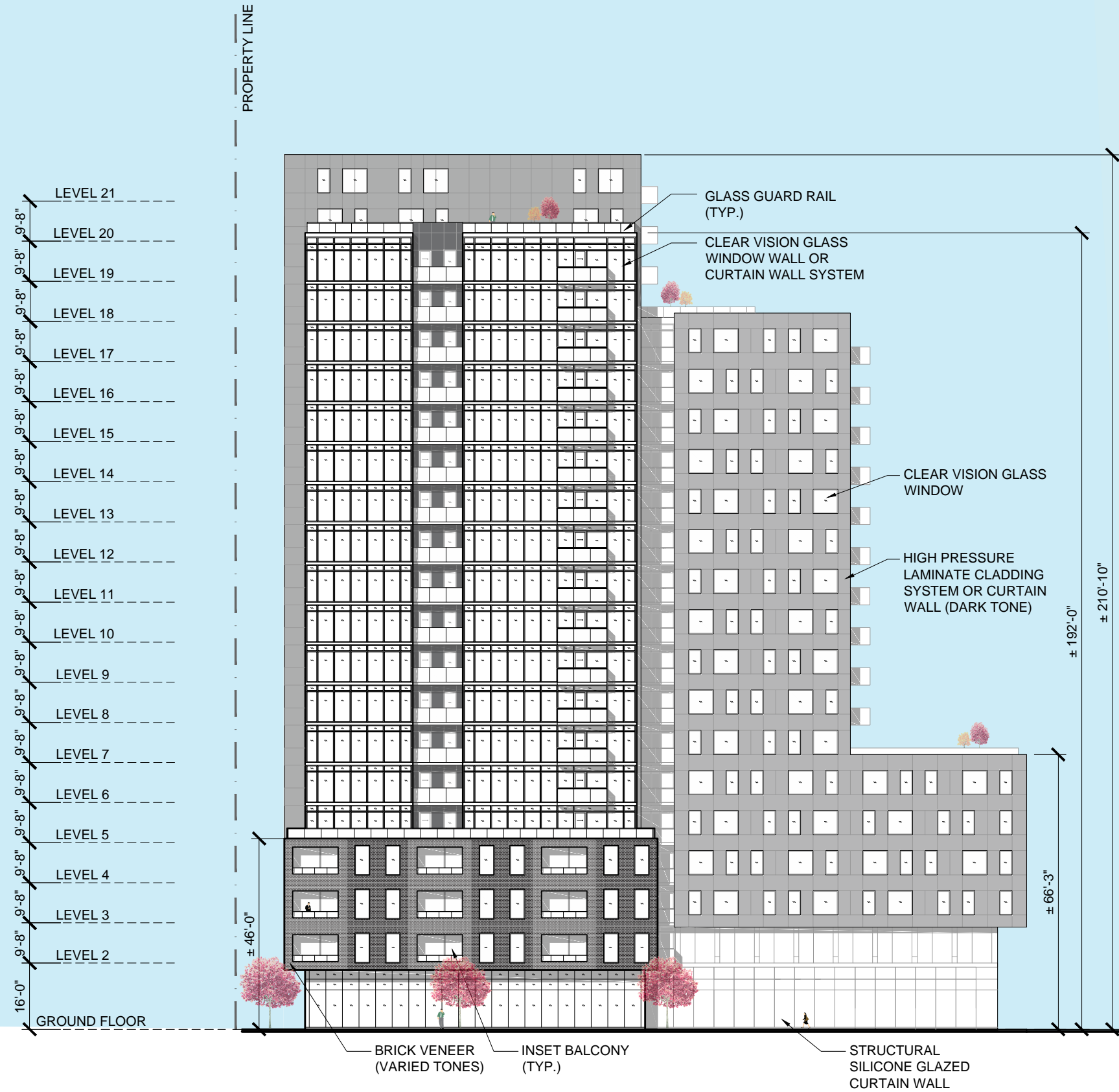
BUILDING C DRAWING PACKAGE



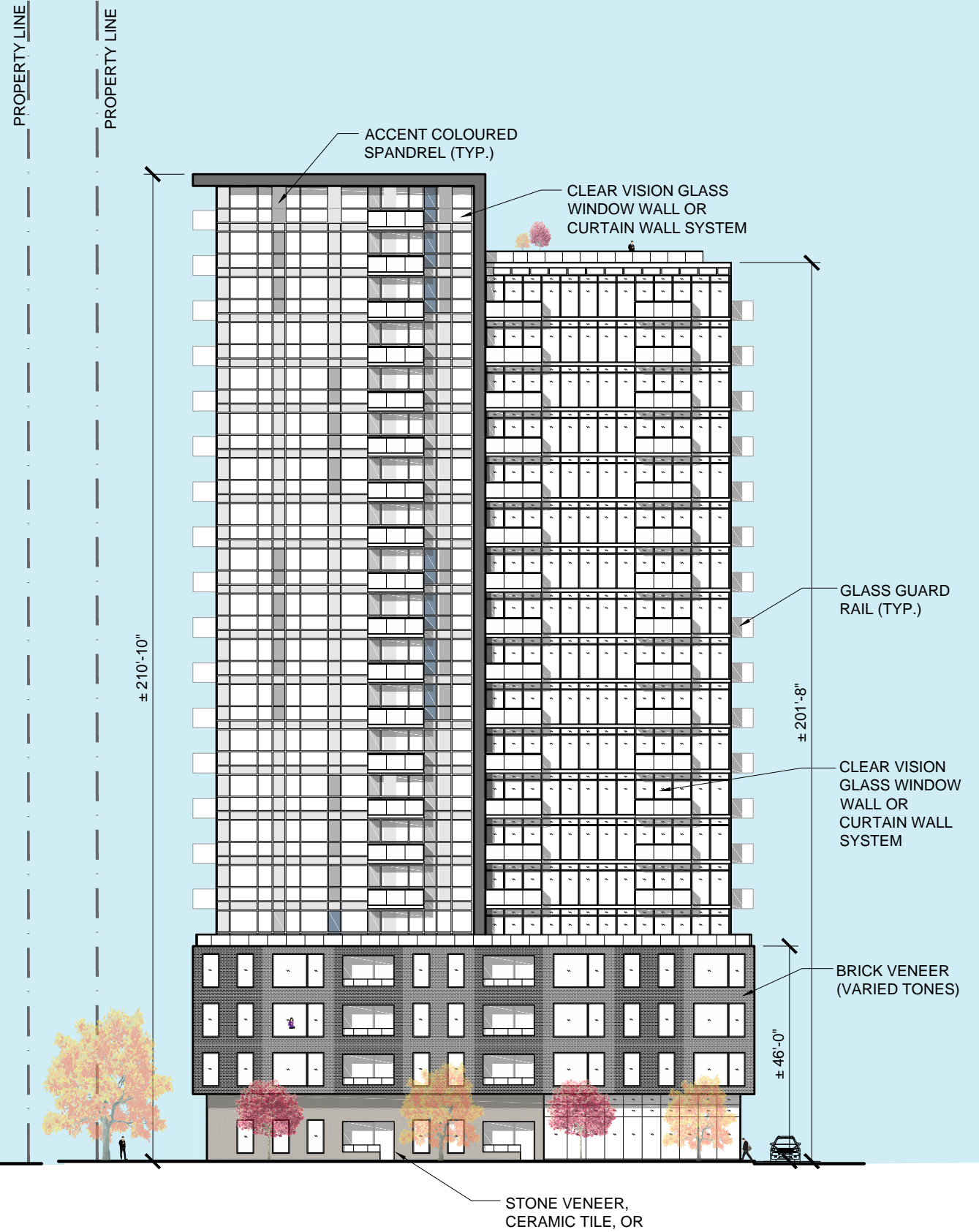
BUILDING C DATA TABLE					
LEVEL	1BR	1BR + DEN	2BR	3BR	TOTAL
GROUND	3	1	-	-	4
2	3	2	7	-	12
3-4	4	4	16	-	24
5-6	8	4	12	-	24
7-17	33	11	65	-	109
18-19	8	4	4	-	16
20-21	-	-	4	2	6
TOTALS	59 (30%)	26 (13%)	108 (56%)	2 (1%)	195
DENSITY					
1 BR UNITS	85 x 2 ppl		170		
2+ BR UNITS	110 x 2.25 ppl		248		
TOTAL			418		
INDOOR AMENITY SPACE AREA (LEVEL 7):			± 1,244 SF		
OUTDOOR AMENITY SPACE AREA (LEVEL 7 TERRACE):			± 1,615 SF		
GROUND FLOOR COMMERCIAL RETAIL AREA:			± 6,835 SF		







1 SOUTH ELEVATION
A07 SCALE: 1" = 30'=0"



2 WEST ELEVATION
A07 SCALE: 1" = 30'=0"



**DISTRICTS 7 & 8 PLANNING ADVISORY COMMITTEE
PUBLIC MEETING MINUTES
October 21, 2015**

PRESENT: Mr. Brenden Sommerhalder, Chair
Ms. Katherine Kitching, Vice Chair
Mr. Michael Bradfield
Mr. Michael Haddad
Councillor Jennifer Watts

REGRETS: Ms. Sunday Miller
Mr. Grant Cooke
Mr. John Czenze
Mr. Adam Hayter
Councillor Wayne Mason

STAFF: Mr. Andrew Bone, Senior Planner
Mr. Andrew Reid, Legislative Assistant

The following does not represent a verbatim record of the proceedings of this meeting.

The agenda, supporting documents, and information items circulated to the Districts 7 & 8 PAC are available online: <http://www.halifax.ca/boardscom/D78PAC/151021d78pac-agenda.php>

The meeting was called to order at 7:10 p.m., and adjourned at 8:05 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:10 p.m. in the Maritime Hall, Halifax Forum.

2. PUBLIC PARTICIPATION

2.1 Case 19531 - Application by W. M. Fares Group, for the lands of Young Development Inc., to amend the Halifax Municipal Planning Strategy to enable the application of a development agreement to permit a mixed use (commercial/residential) development at the northeast corner of Windsor Street, Bayers Road and Young Street, Halifax, and to enter in to a development agreement for the fore-mentioned site, specifically consisting of three buildings (5, 16 and 21 storeys) containing approximately (a) 351 dwelling units and (b) 7171 sq. m. (77,200 sq. ft.) of commercial space.

Mr. Andrew Bone, Senior Planner, presented Case 19531. He described his role in the application process. He described the site location, stating that it was formerly engineering yards owned by the Department of National Defence but was put on surplus and disposed of by the Government a number of years ago. He stated that the site's designation since that time has remained Institutional. He noted that the site was zoned Park and Institutional and was 10,138 square meters. He stated that to establish another use on the land, an MPS amendment was required. He highlighted that it was common when government sells land that an MPS amendment process is initiated to determine an appropriate use. Mr. Bone described the planning process following the public information meeting. He highlighted that the application would include a detailed review by agencies such as Nova Scotia Environment, Halifax Traffic and Transportation, Development Engineering, and Water, in addition to consultation with the Department of National Defence because of their proximity.

Mr. Jacob JeBailey, Architect, WM Fares, presented a figure ground illustration of the site and surrounding context. He described the site as a connector zone between the North and West End. Mr. JeBailey noted pedestrian desire lines on the site, stating that the pedestrian path was the focal point of the proposal's design. Mr. JeBailey presented the footprints of the three buildings, an open civic space, back-lot parking, and areas of maximum sun exposure. He described the continuous, patterned pavement as a feature of the site. He presented the podiums and heights of each building, noting building A at 5 storeys, building B at 15 storeys and building C at 21 storeys. Mr. JeBailey described the materials and awnings of building A. He described the terraced open space situated on the third storey. He described building B, emphasizing the mixture of materials and patterns facing Bayers Road. Mr. JeBailey presented building C in terms of its elevation; its streetwall and tower patterns. He described the pedestrian space between the buildings, noting inset balconies on building B. Mr. JeBailey stated that there were two levels of underground parking providing 564 stalls and 58 stalls above grade parking. He indicated there were 351 total dwelling units.

The Chair opened the floor to comments from the public.

A resident from the area questioned if the units would be condos or apartments. Mr. Bone responded that Planning and Development would treat it the same. Mr. Cesar Saleh added that it is appearing the development would be a mixture of the two.

Mr. Ashley Morton questioned two different versions of the site plan, highlighting the current plan had changed from the plan included in the initiation report. He voiced support for the site overall, stating it was an improvement over the brownfield site. He stated concern for the limited set back, highlighting that the pedestrian access was narrow at the entrance on Young Street. He stated support for the original site plan. He stated that there was no crosswalk at Bayers Road and Windsor Street where the diagonal pedestrian desire line terminated. Mr. Morton questioned if there could be an active transportation connection through to the Superstore, as it would prove a valuable connection and provide a more amenable walking path than Young Street. He suggested that the site would also make a great location

for a public transportation interchange. He suggested the Municipality accept a deal with the developer whereby less parking would be required if an enclosed public transportation area was provided. He also voiced support for 3-4 bedroom units to support families.

Mr. Bone confirmed changes to the site plan in the most recent design . Mr. JeBailey commented that in building B, 3% were 3 bedrooms and Building C 60% 2 bedrooms.

Mr. Steve Parcell questioned which individuals owned Young Developments. He also questioned on what basis the Municipality would establish guidelines or limits for the site and if there were any precedents or limits in place. Mr. Parcell questioned if a subsequent public information would be held after more analysis had been performed. Mr. Bone responded that a second meeting would not normally be held unless significant changes occurred. Mr. Bone responded that growth was directed by Regional Plan policy. He stated that because the area was not considered for residential development in the past, an analysis would be performed in terms of residential infrastructure. He stated that the recent development at Young and Monahan would also be reviewed. Regarding Young Developments, Mr. Bone responded that it was a local company and that information could be obtained through the Service Nova Scotia's Registry of Joint Stocks.

Mr. Bone encouraged anyone with additional questions or comments check the website or get in touch with him directly.

3. ADJOURNMENT

The meeting was adjourned at 8:05 p.m.

Andrew Reid
Legislative Assistant